



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: **INFORMATION:** Partial Transcript;
Aircraft Accident; LN338AS;
West Palm Beach, FL;
September 3, 1999 UTC, 0726 UTC

Date: October 10, 1999

From: Palm Beach ATC Tower

Reply to
Attn of:

To: Aircraft Accident File PBI-ATCT-078

This transcription covers the Palm Beach ATCT Cab Coordinator position for the time period from September 3, 1999 UTC, 0702 UTC to September 3, 1999 UTC, 0734 UTC.

Agencies Making Transmissions

Beechcraft King Air LN338AS
Palm Beach ATCT, Cab Coordinator
Palm Beach County Sheriff Helicopter
Coast Guard Helicopter C1713
Palm Beach County Fire/Rescue Vehicle

Abbreviations

LN338AS
CC
Eagle One
C1713
Rescue

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving LN338AS:



Karen Reid
Support Specialist
Palm Beach ATCT

0702-0709 call file
0710
0711
0712
0713
0714

0714:13	LN338AS	palm beach this is king air three three eight alpha sierra out of seven for six thousand
0714:18	CC	king air three three eight alpha sierra palm beach approach proceed direct boca no weather traffic available for the boca airport palm beach wind is calm altimeter two niner eight niner expect visual approach
0714:28	LN338AS	alpha sierra (unintelligible)
0715		
0716		
0717		
0717:45	CC	lifeguard eight alpha sierra descend and maintain four thousand
0717:49	LN338AS	four thousand alpha sierra
0718		
0719		
0720		
0721		
0722		
0723		
0723:19	LN338AS	and uh west palm this is uh november uh november um --- november three three eight alpha sierra we'd like to land at uh palm beach if we can
0723:30	CC	eight alpha sierra roger descend and maintain one thousand five hundred um the airport should be at your ten to eleven o'clock now and five miles
0723:38	LN338AS	alpha sierra roger we're landing west palm
0723:41	CC	you said you had the airport in sight
0723:43	LN338AS	affirmative

0723:44	CC	roger cleared visual approach to runway one three the wind calm cleared to land
0723:47	LN338AS	roger clear to land
0723:49	CC	eagle one palm beach
0723:51	Eagle One	eagle one
0723:52	CC	can you remain either east or west of the extended centerline for runway one three
0723:56	Eagle One	that's ten four we can move east
0723:59	CC	o k understand your gonna move east thank you
0724:06	CC	lifeguard eight alpha sierra traffic is a helicopter will remain east of the extended centerline runway one three
0724:12 0725	LN338AS	(unintelligible) roger
0725:24	LN338AS	alpha sierra we need uh we got a mayday help us here
0725:29	LN338AS	mayday
0725:37	CC	ops fifty are you on frequency
0725:40	CC	eagle one are you on frequency
0725:42	Eagle One	eagle one roger we got it

0725:48	Eagle One	he's on fire we're gonna need the fire department over here
0726		
0726:13	CC	eagle one i just called the alert three
0726:55	C1713	palm beach coast guard seventeen thirteen
0726:55	CC	coast guard go ahead
0726:56	C1713	roger we heard copied something about that mayday is that right there at the airport
0727:00	CC	yeah just uh short of the airport he just landed short of the runway
0727:04	C1713	roger that
0727:14	Eagle One	eagle one tower
0727:16	CC	eagle one go ahead
0727:17	Eagle One	o k it's gonna be off cherry road is where it's at
0727:21	CC	and the uh emergency vehicles did you copy that's off cherry road
0727:30	CC	is the emergency (unintelligible) vehicles on the frequency
0727:34	Rescue	roger go ahead
0727:36	CC	eagle one is reporting that the uh aircraft is off cherry road

PBI-ATCT-078
LN338AS

Page 5 of 5

0727:40	Rescue	roger
0728		
0729		
0730		
0731		
0732		
0733-0734		call file

End of Transcript

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT

(Continuation Sheet)

REPORT DATE

September 8, 1999

REPORT NO.

PBI-ATCT-078

NAME OF REPORTING FACILITY

Lansing (LAN) AFSS

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 3, 1999

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0201 - The pilot of LN338AS called Lansing AFSS by phone and filed an IFR flight plan for a flight from Pontiac, MI to Boca Raton, FL.

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 08, 1999	REPORT NO. PBI-ATCT-078
	NAME OF REPORTING FACILITY Pontiac (PTK) ATCT	
14. CHRONOLOGICAL SUMMARY OF FLIGHT <i>(Including control or other services provided by ATS facilities, and emergency action taken.)</i>		
September 03, 1999		
<p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p>		
0226 – LN338AS contacted Pontiac Clearance requesting clearance to Boca Raton, Florida (BCT). An IFR clearance was issued via the Pontiac 8 Departure, direct, maintain 3,000.		
0227 – LN338AS requested clearance to taxi, and was issued instructions to taxi to Runway 27L.		
0231 – Pontiac Tower cleared LN338AS for takeoff on Runway 27L.		
0233 – Pontiac Tower instructed LN338AS to contact Detroit Departure.		
<hr/> <p style="text-align: center;">No More Follows</p>		

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT**
(Continuation Sheet)

REPORT DATE

September 10, 1999

REPORT NO.

PBI -ATCT-078

NAME OF REPORTING FACILITY

Detroit Metro (DTW) ATCT

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 3, 1999

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIMES
UNLESS OTHERWISE NOTED

0233 - LN338AS contacted Detroit Approach and was issued climb to 4,000 feet.

0237 - LN338AS was climbed to 5,000 feet.

0239 - LN338AS was cleared to 10,000 feet. LN338AS was cleared on course to destination and climbed to 13,000 feet.

0244 - LN338AS was climbed to 15,000 feet.

0248 - LN338AS was handed off to Cleveland Center.

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

September 13, 1999

REPORT NO

PBI-ATCT-078

NAME OF REPORTING FACILITY

CLEVELAND (ZOB) ARTCC

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 3, 1999

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0248 - LN338AS reported on frequency leaving 130 for 150. Cleveland ARTCC, Litchfield (LFD) sector acknowledged.
- 0255 - LFD-R advised LN338AS that NWA297 was providing visual separation climb through his altitude. LN338AS acknowledged.
- 0256 - LFD-R issued LN338AS the NWA traffic. LN338AS acknowledged.
- 0302 - LFD-R issued LN338AS a frequency change to Cleveland ARTCC, Carleton Sector (CRL-R). LN338AS acknowledged.
- 0303 - LN338AS reported on frequency at 150. CRL-R acknowledged and issued local altimeter. LN338AS acknowledged.
- 0313 - CRL-R issued LN338AS a frequency change to Indianapolis ARTCC. LN338AS acknowledged.

No More Follows

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

September 10, 1999

REPORT NO.

PBI-ATCT-078

NAME OF REPORTING FACILITY

Indianapolis (ZID) ARTCC

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 3, 1999

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0314 - LN338AS made initial contact with ZID's Covington (CVG) sector level at 150.
- 0321 - LN338AS was frequency changed to ZID's Parkersburg (PKB) sector. LN338AS made contact with PKB level at 150.
- 0335 - LN338AS was asked what his heading was. 176 was the response. LN338AS was issued a 185 heading for traffic.
- 0337 - LN338AS was told to resume normal navigation.
- 0338 - PKB R pointed out LN338AS to ZID's River (RIV) sector. RIV approved the point out.
- 0342 - LN338AS was frequency changed to RIV.
- 0343 - LN338AS checked on RIV's frequency level at 150. The check on was not acknowledged by RIV.
- 0344 - LN338AS retransmitted that he was level at 150. RIV acknowledged.
- 0403- LN338AS was frequency changed to ZID's Hazard (AZQ) sector. LN338AS checked on AZQ's frequency level at 150.
- 0426- LN338AS was frequency changed to Atlanta ARTCC's frequency.

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
September 13, 1999

REPORT NO.
PBI-ATCT-078

NAME OF REPORTING FACILITY
Atlanta ARTCC (ZTL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 3, 1999

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0426 LN338AS reported on the R44 frequency level at one five thousand.

0427 R44 issued the Tri-City altimeter to LN338AS and verified the destination was Boca Raton.

0440 R44 switched LN338AS to the other R44 frequency, one three two point six two, for radio coverage. LN338AS reported on the new frequency at one five thousand. R44 issued the Asheville altimeter.

0455 R44 switched LN338AS to the ZTL Sector 31 frequency. LN338AS reported on the R31 frequency at one five thousand.

0512 R31 switched LN338AS to Jacksonville ARTCC frequency.

No More Follows

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
September 7, 1999

REPORT NO.
PBI-ATCT-078

NAME OF REPORTING FACILITY
Jacksonville (ZJX) ARTCC

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 3, 1999

ALL TIMES ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED

- 0512 LN338AS made initial contact with Jacksonville Center, sector R72, level at 15,000 feet. North area operating in the mid-night configuration, with all sectors combined on R72.
- 0543 R72 issued LN338AS the SAV altimeter setting.
- 0551 R72 instructed LN338AS to change to the R53 frequency (126.75 MHz) for continued radio coverage.
- 0618 R72 completed a radar hand off to the South area sector R76 and issued LN338AS a frequency change to 136.35 MHz.
- 0620 LN338AS made initial contact with sector R76.
- 0637 R76 completed the radar hand off to Miami Center (ZMA), and issued LN338AS a frequency change to 132.25 MHz.

No More Follows

PBI-ATCT-078
LN338AS

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 8, 1999	REPORT NO PBI-ATCT-078
	NAME OF REPORTING FACILITY Miami (ZMA) ARTCC	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 3, 1999

**ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

0637 - Miami ARTCC Freeport Low Sector R21 received communications with LN338AS from Jacksonville ARTCC and issued direct Boca Raton (BCT).

0702 - LN338AS assigned 6,000 feet.

0713 - LN338AS was handed off and communications transferred to Palm Beach Approach

No More Follows

24:49 008

Plots Starting at 09/03/99 07:10:01

LN338AS ◇
PBI Map +

◇24:54 006

◇24:58 005

◇25:03 004

◇25:08 004

◇25:13 002

◇25:17 002

◇25:22 001

◇25:27 001

◇25:32 001

◇25:37 001

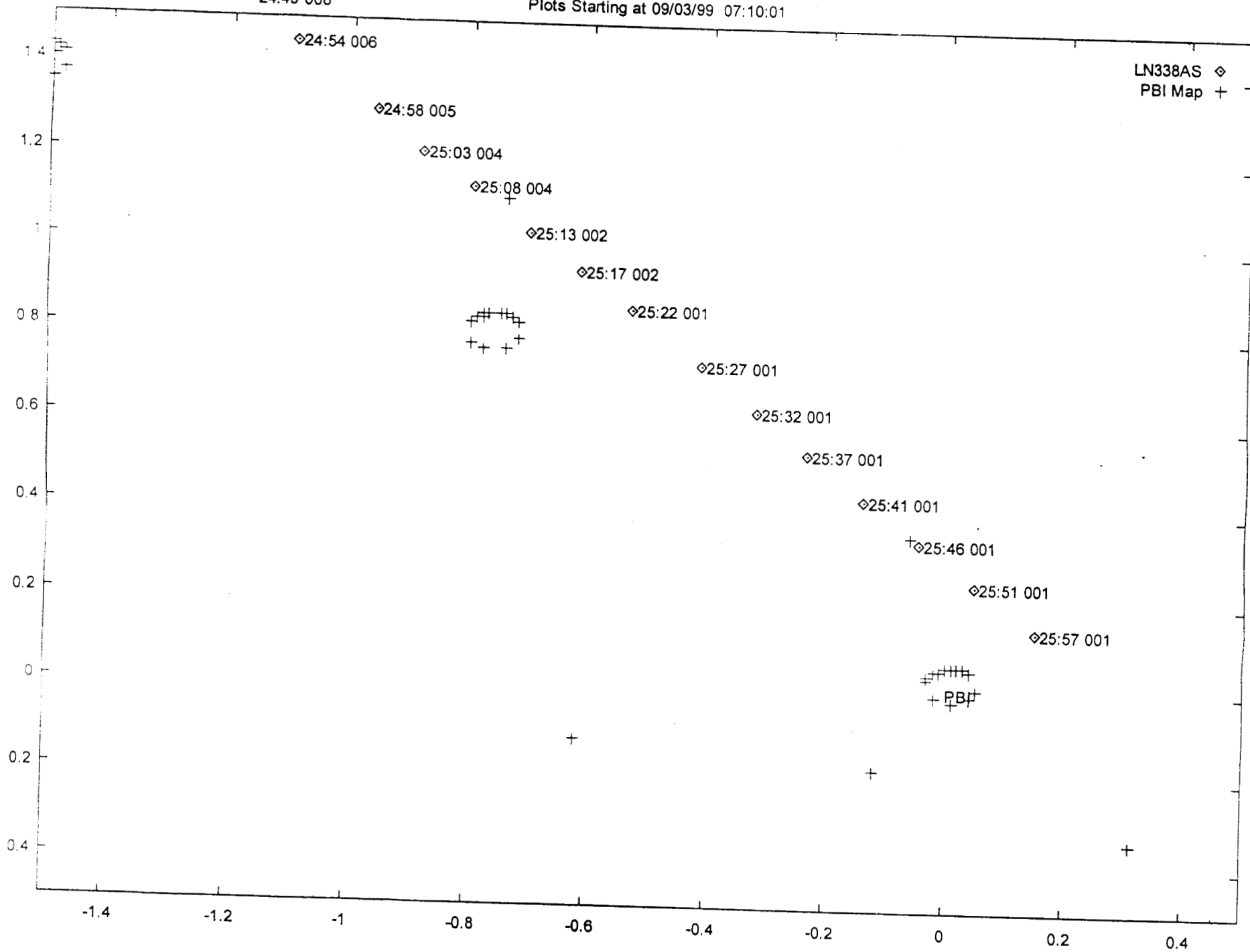
◇25:41 001

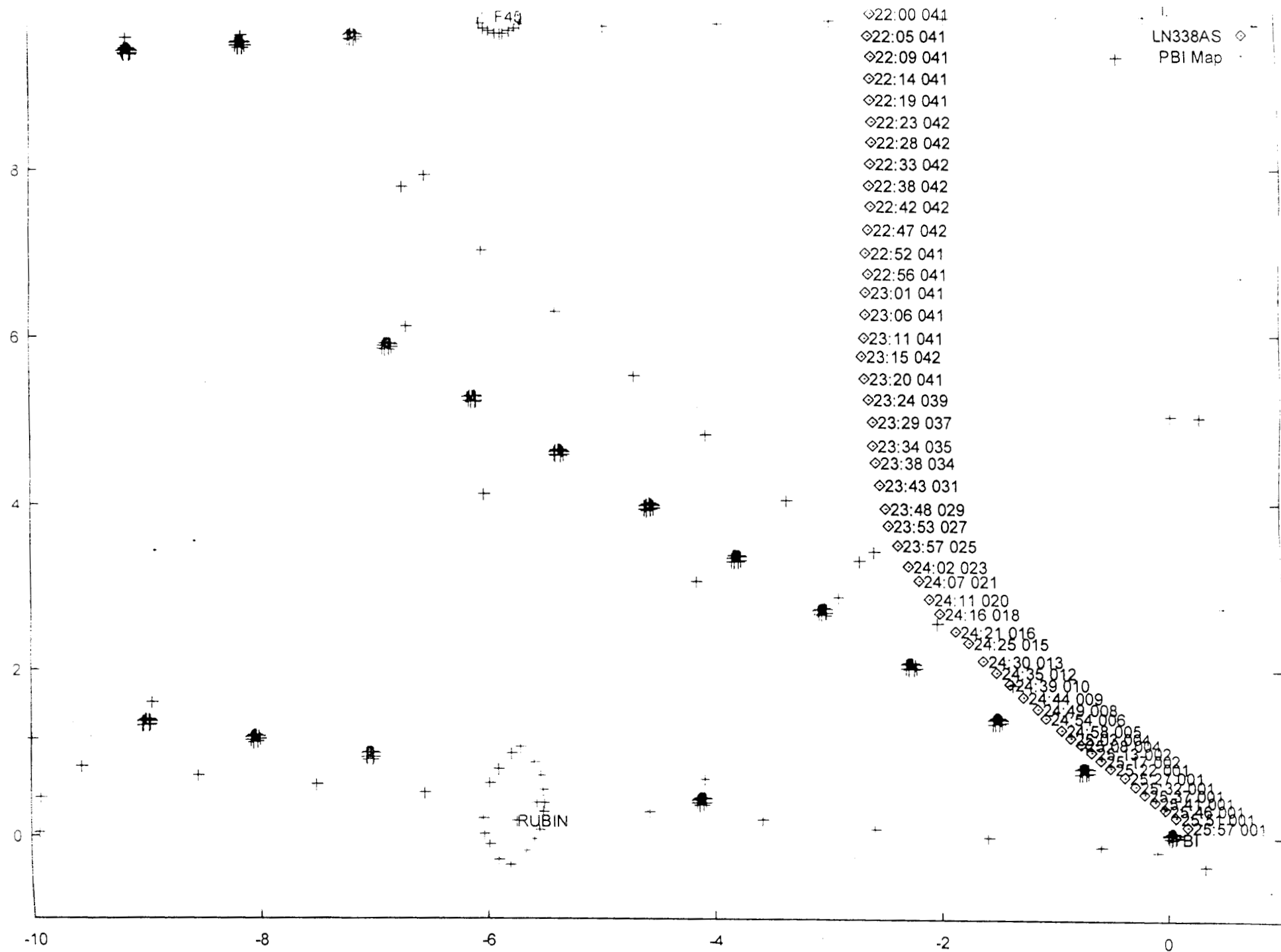
+◇25:46 001

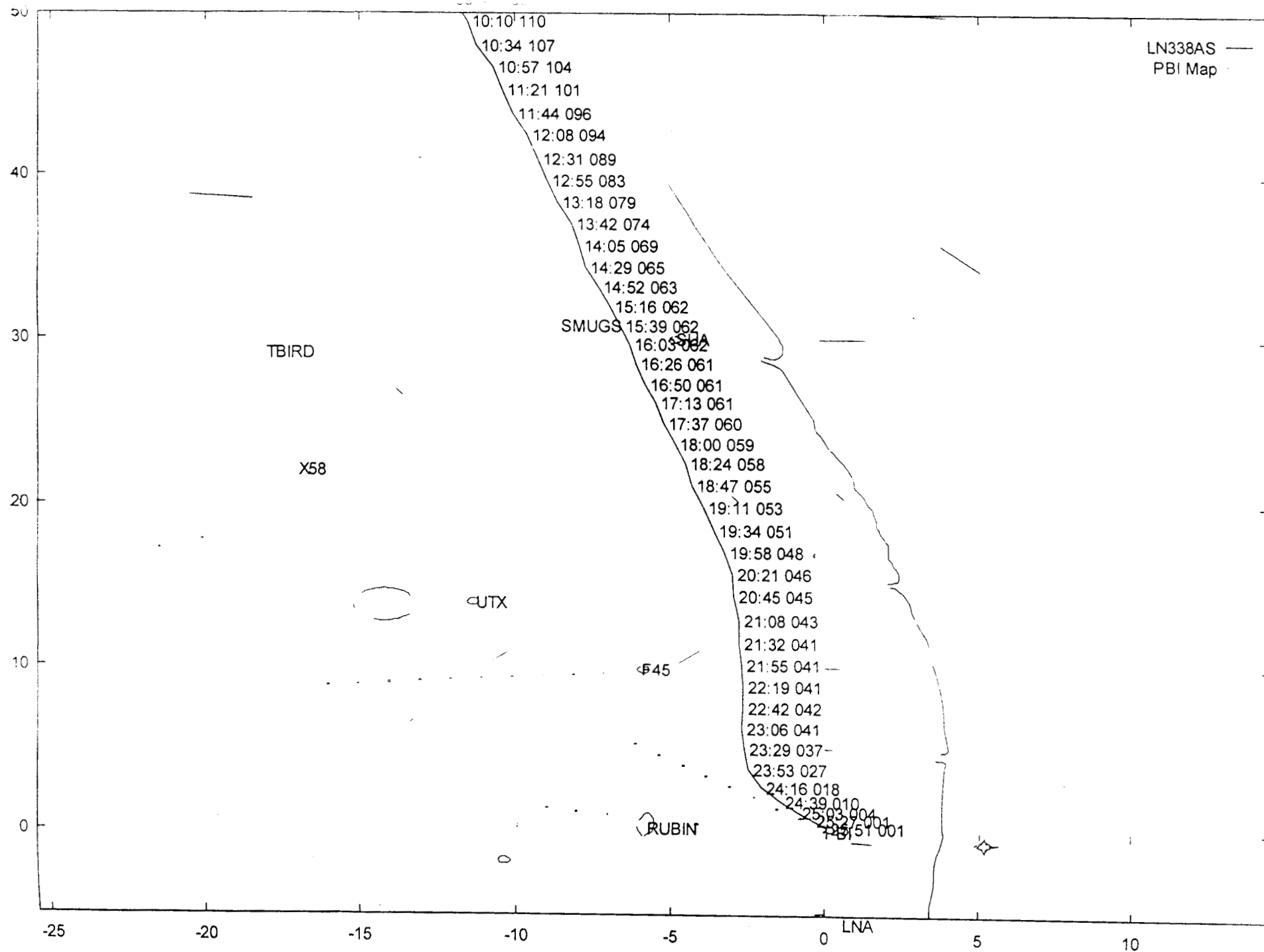
◇25:51 001

◇25:57 001

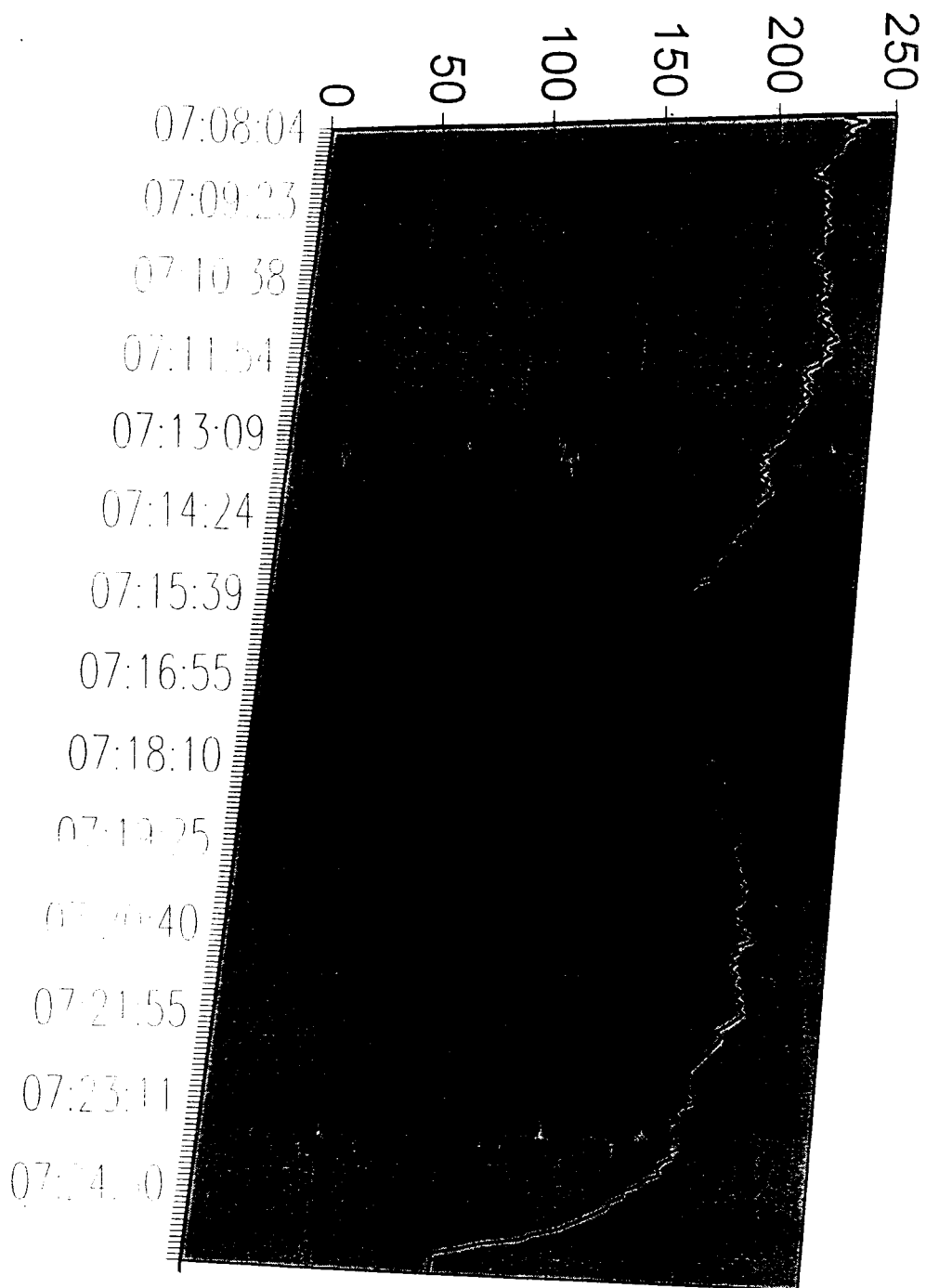
+ PBI







LN338AS Airspeed



■ Series1

S1

Airspeed of LN338AS

9-3-99

07:08:04.280	228	07:14:10.520	208	07:20:12.520	212
07:08:08.390	237	07:14:15.290	205	07:20:17.140	213
07:08:13.120	231	07:14:19.970	207	07:20:21.870	213
07:08:17.960	229	07:14:24.590	206	07:20:26.600	217
07:08:27.320	232	07:14:29.320	205	07:20:31.150	216
07:08:31.820	229	07:14:33.940	203	07:20:36.060	221
07:08:36.670	228	07:14:38.670	199	07:20:40.790	221
07:08:41.390	228	07:14:43.400	197	07:20:45.410	215
07:08:46.060	224	07:14:47.910	201	07:20:50.170	216
07:08:50.740	224	07:14:52.860	196	07:20:54.870	213
07:08:55.470	221	07:14:57.590	195	07:20:59.600	215
07:09:00.200	220	07:15:02.260	192	07:21:04.110	213
07:09:04.710	216	07:15:06.960	191	07:21:08.950	216
07:09:09.660	223	07:15:11.670	191	07:21:13.520	215
07:09:14.170	225	07:15:16.360	190	07:21:18.230	215
07:09:19.040	221	07:15:20.910	190	07:21:22.920	218
07:09:23.530	222	07:15:25.750	184	07:21:27.650	216
07:09:28.470	225	07:15:30.260	182	07:21:32.270	219
07:09:33.200	222	07:15:35.100	182	07:21:37.210	218
07:09:37.710	223	07:15:39.720	183	07:21:41.840	220
07:09:42.550	226	07:15:44.450	184	07:21:46.460	217
07:09:47.060	223	07:15:49.370	180	07:21:51.250	214
07:09:52.010	224	07:15:53.910	180	07:21:55.620	210
07:09:56.750	226	07:15:58.640	181	07:22:00.650	212
07:10:01.250	223	07:16:03.270	183	07:22:05.050	211
07:10:06.170	223	07:16:08.100	185	07:22:09.670	209
07:10:10.730	223	07:16:12.720	181	07:22:14.400	207
07:10:15.550	224	07:16:17.450	180	07:22:19.460	205
07:10:20.060	221	07:16:22.070	181	07:22:23.870	203
07:10:24.900	220	07:16:26.910	183	07:22:28.700	201
07:10:29.520	225	07:16:31.640	185	07:22:33.210	200
07:10:34.260	227	07:16:36.260	187	07:22:38.050	200
07:10:38.870	224	07:16:40.770	188	07:22:42.670	200
07:10:43.770	225	07:16:45.720	190	07:22:47.400	201
07:10:48.220	228	07:16:50.450	191	07:22:52.250	203
07:10:52.950	227	07:16:55.070	186	07:22:56.750	204
07:10:57.570	227	07:16:59.690	183	07:23:01.590	198
07:11:02.300	224	07:17:04.420	184	07:23:06.320	196
07:11:07.150	224	07:17:09.040	184	07:23:11.050	198
07:11:11.760	225	07:17:13.770	186	07:23:15.670	194
07:11:16.490	229	07:17:18.610	188	07:23:20.070	194
07:11:21.220	225	07:17:23.340	189	07:23:24.800	195
07:11:25.840	229	07:17:27.970	190	07:23:29.660	196
07:11:30.570	229	07:17:32.800	190	07:23:34.260	200
07:11:35.300	231	07:17:37.420	191	07:23:38.610	195
07:11:39.920	233	07:17:42.160	191	07:23:43.350	196
07:11:44.650	229	07:17:46.770	191	07:23:48.070	192
07:11:49.490	228	07:17:51.500	191	07:23:52.800	191
07:11:54.000	231	07:17:56.020	191	07:24:02.640	192
07:11:58.840	228	07:18:00.850	198	07:24:07.270	186
07:12:03.570	227	07:18:05.360	195	07:24:11.990	184
07:12:08.300	222	07:18:10.310	204	07:24:16.390	178
07:12:12.810	221	07:18:15.090	205	07:24:21.240	178
07:12:17.650	223	07:18:19.550	204	07:24:25.850	173
07:12:22.160	220	07:18:24.390	202	07:24:30.470	172
07:12:27.140	221	07:18:29.120	205	07:24:35.090	168
07:12:31.860	224	07:18:33.850	205	07:24:39.820	163
07:12:36.350	221	07:18:38.360	204	07:24:44.550	158
07:12:41.190	222	07:18:43.160	202	07:24:49.400	153
07:12:45.810	219	07:18:47.950	199	07:24:54.350	143
07:12:50.650	219	07:18:52.550	203	07:24:58.850	138
07:12:55.220	216	07:18:57.390	203	07:25:08.420	122
07:12:59.900	217	07:19:01.900	208	07:25:13.150	114
07:13:04.560	215	07:19:06.520	209	07:25:22.500	103
07:13:09.350	216	07:19:11.250	213	07:25:27.670	103
07:13:13.970	214	07:19:15.870	212	07:25:46.920	103
07:13:18.590	210	07:19:20.720	209	07:26:06.940	103
07:13:23.320	211	07:19:25.550	211		
07:13:27.950	210	07:19:30.170	210		
07:13:32.670	206	07:19:34.790	213		
07:13:37.400	209	07:19:39.530	212		
07:13:42.290	209	07:19:44.360	215		
07:13:46.970	206	07:19:48.870	214		
07:13:51.590	210	07:19:53.600	217		
07:13:56.260	209	07:19:58.480	215		
07:14:00.950	212	07:20:03.170	217		
07:14:05.690	211	07:20:07.790	215		

PBE-ATCT-078
(Accident Number)

LN 338AS
(ACID)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
WEST PALM BEACH ATCT

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the (accident) incident involving LN 338AS at PBE,
(ACID) (City)
Florida, on 9/3/99, at 0726 UTC. My name is MICHAEL KANYUH (Mx)
(Date) (Time) (Name & Operating Initials)
I am employed as an ATCS by the FAA at the West Palm Beach Air Traffic
(ATCS, ATCSS, OS)
Control Tower, West Palm Beach, Florida. I was working the CC position from
0601 NK
0600 UTC to 0752 UTC.
(Time) (Time)

Text of statement:

LN 338AS WAS 6 MILES NORTH, NORTHWEST OF THE PBE AIRPORT AND REQUESTED TO LAND AT PBE AIRPORT. I CLEARED LN 338AS TO ~~THE~~ ~~THIRTY~~ AND ASKED IF LN 338AS HAD THE AIRPORT IN SIGHT. LN 338AS REPORTED THE PBE AIRPORT IN SIGHT. I CLEARED HIM FOR THE VISUAL APPROACH, GAVE LN 338AS THE WIND AND CLEARED HIM TO LAND. LN 338AS SAID MAYDAY TWICE AND THEN CRASHED LANDED SHORT OF RUNWAY 13. I CALLED AN ALERT III. I WAS RELIEVED AT CC AT 0752Z. I DO NOT REMEMBER WHAT THE VARIOUS SETTING OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.

am D. Kanyuh 9/3/99
Signature and Date

PBI-ATCT-018
(Accident Number)LN 338AS
(ACID)PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
WEST PALM BEACH ATCT**ACTION:** Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving LN 338AS at WEST PALM BEACH
(ACID) (City)
Florida, on 09/03/99 at 0726 UTC. My name is KENNETH RANDY RESNICK (NR)
(Date) (Time) (Name & Operating Initials)
I am employed as an ATCS by the FAA at the West Palm Beach Air Traffic
(ATCS, ATCSS, OS)
Control Tower, West Palm Beach, Florida. I was working the CD / FD position from
(Position)
0600 UTC to 0752 UTC.
(Time) (Time)

Text of statement:

LN 338AS WAS APPROX 6 MILES NORTHWEST OF PBI INBOUND TO
BCT WHEN HE REQUESTED TO LAND AT PBI. ATCTCC
CLEARED HIM FOR THE VISUAL APPROACH TO RUNWAY 13,
AND CLEARED TO LAND. WHEN THE AIRCRAFT WAS SHORT
FINAL HE RADIOED 494DAY AND CRASHED SHORT OF THE
RUNWAY.

TO THE BEST OF MY KNOWLEDGE THE OPERATIONAL EQUIPMENT
CONFIGURATION AT THE TIME OF THE ACCIDENT WAS AS
INDICATED ON THE ATTACHED DIAGRAM

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature]
Signature and Date
September 3, 1999

PBI-ATCT-078
LN338AS

ASOS QID Printout follows:


14:26:36 09/10/99 1925Z

PALM BEACH INTERNATIONAL

09/03/99 00:06:25 JS LOGGED OFF AS OBSERVER FROM QID#3
09/03/99 00:06:25 HH LOGGED ON AS OBSERVER FROM QID#3
09/03/99 00:54:42 METAR KPBI 030553Z 00000KT 10SM FEW035 24/21 A2992 RMK
A02 SLP132 T02390211 10283 20239 58014 (HH)
09/03/99 01:54:42 METAR KPBI 030653Z 27003KT 10SM FEW035 23/21 A2991 RMK
A02 SLP126 T02330211 (HH)
09/03/99 02:41:26 SPECI KPBI 030740Z 00000KT 10SM FEW035 23/22 A2990 RMK
A02 (ACFT MSHP) (HH)
09/03/99 02:54:27 METAR KPBI 030753Z 00000KT 10SM FEW030 23/22 A2990 RMK
A02 SLP124 T02330217 (HH)
09/03/99 03:54:42 METAR KPBI 030853Z 26003KT 10SM CLR 23/22 A2990 RMK A02
SLP126 T02330217 55007 (HH)
09/03/99 04:54:43 METAR KPBI 030953Z 00000KT 10SM CLR 22/21 A2990 RMK A02
SLP125 T02220211 (HH)

REVIEW OBSERVATION

"I certify that this is a true copy of the original which was used by the controller."


Justo Casablanca
Air Traffic Manager
Palm Beach ATC Tower

December 2, 1999